



North Carolina Department of Public Safety

Purchasing and Logistics

Pat McCrory, Governor
Frank L. Perry, Secretary

Drew Harbinson, Director

HANDOUT FOR

JUSTICE AND PUBLIC SAFETY OVERSIGHT COMMITTEE

ON DEPARTMENT OF PUBLIC SAFETY'S FLEET

November 14, 2013

The intent of this document is to present a current picture of the condition of the fleets utilized by NC Department of Public Safety. In carrying out the mission of the newly consolidated Department, our goal is to meet the program expectations as mandated by Statute and managed by the Department.

CURRENT STATUS OF RENTED FLEET:

Figures reported were taken on July 1, 2013.

OPERATION	TOTAL VEHICLES	# OVER 100,000	PERCENTAGE OVER 100,000
NATIONAL GUARD	18	10	56%
JUVENILE JUSTICE	325	171	53%
EMERGENCY MNGT	44	29	66%
COMMUNITY COR.	1760	580	33%
PRISONS	593	332	56%
ADMINISTRATIVE OPERATIONS	98	23	24%
TOTALS	2838	1145	41%

MAILING ADDRESS:
3030 Hammond Business Place
4227 Mail Service Center
Raleigh, NC 27699-4227
www.ncdps.gov



www.ncdps.gov
An Equal Opportunity Employer

OFFICE LOCATION:
3030 Hammond Business Place
Raleigh, NC 27603-3666
Telephone (919) 743-8141
Fax (919)-715-3731

- DPS is short six hundred thirty (630) vehicles, including the one hundred seventy five (175) new positions to be hired. It should be noted that some money was appropriated for the maintenance of vehicles for the new positions, but not for the acquisition cost. Probation/Parole/Court Services officers are trying to share vehicles.
- An additional two hundred twenty eight (228) vehicles are not safe to operate and need replacing now.
- There is an additional need for one hundred three (103) of the vehicles to be cage equipped.
- Over the last five (5) years the total number of new vehicles replaced was 624, on average 125 vehicles a year.
- During that same five (5) year period, the Department has paid Motor Fleet Management approximately \$84,000,000.
- The rented fleet is in a downhill spiral. As the fleet ages, the cost of maintenance and repair goes up, the number of incidents where employees are stranded go up, and the ability to deliver programs efficiently and effectively go down. Any residual value in the sale of the vehicles has been lost.
- A recent survey covering the last seven (7) months taken from our field staff, produced twenty seven (27) pages of incidents ranging from minor to major failures that left employees stranded.
- By way of example, until recently one officer was assigned a 1996 Geo Tracker that was literally held together with duct tape.

RESOLUTIONS:

- There is an immediate need to purchase 858 vehicles just to provide each officer with a vehicle. At a cost of \$23,000, that means an minimum expenditure of \$21,450,000.
- There is an immanent need to shorten the replacement schedule to a level at which point vehicles are disposed of before they take an exponential jump in maintenance and repair cost. It is the only way to stop the downward spiral. It requires a new model of fleet management.
- As the duties have changed in part due to Justice Reinvestment, the definition of “passenger vehicle” no longer fits the vehicles used in Community Correction and Juvenile Court Services. While SHP, ALE, and SCP provide the front end of law enforcement, Probation/Parole and Court Services provide the back end of law enforcement. There needs to be a new class of vehicle defined as “law enforcement/public safety” vehicles.

Submitted by: Drew Harbinson, Director of Purchasing & Logistics,
Department of Public Safety